Our Vera Cruz Correspondence

VSBA CRUZ, Jan. 23, 1854.

A Norther-Indian Warz-Vankee Notions-Violinists-Two Birds of Royalty-Tehnantepec

Road-Navigation of the Contracouleas, &c. Our New Orleans steam packet being detained by a norther, enables me to afford you this late date, although the intelligence from the interior is not par-

ticularly interesting.

There have been no important political moves at the capitol recently, and the country generally remains in perfect tranquillity, excepting, of course, the never-ending difficulties with the Indians on the Northern frontier and the hopeless war with those of Yucatan-that Florida, in more than its peninsular geographical shape and climate. The United States had her Seminole war, and Mexico yet has hers, and

seemingly as interminable a one.

The government is making, or is about to make, some heavy contracts for munitions of war. Nearly every steamer brings some person with a new fangled weapon to submit to the inspection of the President Within a few weeks samples of all the patent rifles in the United States have been introduced, the agents of each particular gun sanguine of success. If the Mexicans expect to kill their enemies they had better leave these Yankee notions alone.

The violinists, Coenen and Lubeck, are just not making a great sensation in the capital. Higherene
Highness has condescended to paronise them.

The papers have a great deal to say of the morements of his Royal Highness the Prince of Nassau.
He and his Serene Highness are particularly gracious to each other. The latter may acquire a little
of the true legitimacy by rubbing against a real born
Prince.

of the true legitimacy by rubbing against a real born Prince.

Gen. Benito Onijano has been appointed chief of the general s'aff of the army.

The most interesting intelligence you will receive by this mail relates to the Tehnantepec matter, which appears at length to be a settled affair.

Mr. Williams, the chief engineer on the part of Sloo & Co., sailed two days since for Minatitlan to take formal possession of the grant. It is about a fortuight since the plank road builder on the part of Sykes, de Bergen & Co., left for Suchil to commence operations there.

Minatitlan is eighteen miles from the mouth of the river Coatzacoales, and Suchil is ninety-four miles further up, being at the head of navigation for small steamboats. The two points are sixty miles apart only by land. From Suchil to bey of Ventoso (Pacific terminus) is about one hundred miles.

The authorities appear disposed to afford every facility, and orders bave been received here from the capital to admit duty free everything destined for the construction of the road, thus carrying out in good faith the stipulations of the contract.

construction of the road, thus carrying faith the stipulations of the contract
The following, taken from the local paper of yesterday, may prove useful to the commercial interest:

terest:—
NOTICE.

No vessel of foreign construction can pass the mouth of the river Contractolous, after the date of this noties, with the object of experience as woods, or any other goods or reducts, without the express come m of the company that holds the exclusive privilege, according to the contract valided the bits of February, 1853, for the opening of the Isthus of Taburatepec and for the navigation of the river Contractalous ANGEL DE YTURB DE,
Attorney and Agent of Taburatepec Company.

Vera Cruz, January 21, 1854.

VERA CAUX, January 21, 1854

The object of this notice is not to embarrass commerce, but to give due notice of their intention to exact a tonnage duty for permission to navigate his

We may expect the plank road to be finished in the time required by contract. Mr. Williams' inten-tion is to put on 1,000 laborers, if they can be had. The gae is abating, and the steamer has made signal for passengers to come on board.

NEWSPAPER ACCOUNTS.

We have received our files of journals from Mexico, brought by the steamer Texas to New Orleans, extending to the 19th of January from the capital and to the 24th from Vera Cruz.

The following summary of news, given by the New Orleans Picavane, seems to contain almost all the Mexican intelligence which would be of any interest

to our readers:—
The Texas left Vera Cruz on the morning of the The Texas left Vera Cruz on the morning of the 24th inst., having been detained forty-eight hours beyond her time by heavy gales from the north, which prevented all communication with the shore. She reports having left at Vera Cruz the Mexican ship of war Gua talupe, formerly the slaver Lady Sofiolk, which was about to leave for Laguna, Campeachy, and the Pacific Ocean. She also left the American brig Brownsville, ready to leave for Alvarido to load, and the schooner Jersey Oak, for Coatzacoalcos; the Mexican schooner Puebla, which was to sail for Laguna, with Gov. Maria, on the 28th u.t. The other vessels which she left at Vera Cruz were the British brig Eagle, sixty-two days from Liverpool; the Hamburg brig Theresa, from Texas; and the Mexican brig Paquete de Laguna, from Laguna.

Texas reports the arrival at Lagunz on the The Texas reports the arrival at Lagdac states that of two boats, with the captain and crew of the brig Naiad, of Battimore, Capt. Martin, which was wrecked on the Triangles on the night of the Slat Dec. The vessel and her cargo of guano were a total loss. An American tark, the name of which is not given, is reported in quarautine at the same port. She was last from Nicaragua. The following vessels are also reported at Laguna :-British schooner femanche, to sail next day for Liver

British brig Z-bish, loading, for Liverpool. Belgian brig Transit, landing, for Antweep.
Freech ship Learne, loading for Mar either
Freech ship V-ra Cuir Packet for Vera Cruz.
Freech bark Jochess Aon, for Har e.
Bark Faucon, for Merceillen
Bremen schooner Nancy and Emma, sailed 13 h for Bre-

French ship Amelia, from V as Cour entering port.
The Texas brings the following passengers:— Mr. Butterwith and lady ar w Kerr and lady Capt.
Baylen; Mr. Vots, G. Haub, Angel Rurelde, J. M. Rufine,
J. Guernene, and language in the control of the con She also brings on freight \$14,503, consigned as

Sale also brings on the follows:

Schmatt & Co., \$5,000; Bragiers & Co., \$3,500 Paig y Ardaco, \$1,480; J. Or. pess, 1500, Maxima Coscal, \$5,423; B., Valla, \$500

The only other freight she brings consists of eight B. Val'a. \$500

The only other freight she brings consists of eight bales of tobacco to F. de Fuentes & Co., four bales of jalap root to Brugiere & Co., and one box to J. Rodewald & Co.

Rodewald & Co.

The Texas reports business very dull at Lagun a.

The intelligence from Mexico by the Texas comprises nothing of importance. With respect to the Sonora expedition, the latest intelligence received in the city of Mexico was that which has already been published here from the San Francisco papers of the 1st uit. This had quite changed the nopeful tone previously indulged in, on the strength of Gov. Espinosa's desnatches announcing the defeat of Wallings in the strength of Gov. Espinosa's desnatches announcing the defeat of Wallings in the strength of Gov. Espinosa's desnatches announcing the defeat of Wallings in the strength of Gov. Espinosa's desnatches announcing the defeat of Wallings in the strength of Gov. Espinosa's desnatches announcing the defeat of Wallings in the strength of Gov. Espinosa's desnatches announcing the defeat of Wallings in the strength of Gov. Espinosa's desnatches announcing the defeat of Wallings in the strength of Gov. Espinosa's desnatches announcing the strengt

Ist us. This had quite changed the hopeful tone previously indulged in, on the strength of Gov. Espinosa's despatches announcing the defeat of Walker's company by Melendrez and Negrete.

The Diario Official, of the 15th uit., announces the nomination of Gen. Blacco to the vacant Ministry of the War Department.

Gen. Benito Quijano has been appointed Provisional Chief of the staff in Mexico, in the place of the late Gen. Lombaroini.

Senor Fernando Formento has received his exequater as Sardinian Consul at Vera Cruz.

quater as Sardinian Consul at Vera Cruz.

A decree, dated the 29th Dec., invests the military
commandants of towns and districts with the political functions of prefects, where the Governors see

no grave objections.

Senor Manuel Escudero has been officially recognized as Consul for New Granada at San Blas.

Military commandants have been ordered to send a piquet of twenty or thirty men to all theatres which may be open.

Despatences recognized.

which may be open.

Despatenes received from Yucatan announce that
a war of races has burst out in various parts of the
department, and that Lieut-Colonel Vergara has
marched against the Indians with a force of 800 men

under his command.

The Prince of Nassau, who is at present a had been most magnificently entertained.
expected to have embarked in the Texas Vera Cruz.
The villages of Tenepantla and San Juan de Mez.

quital have proclaimed the empire. The Trait d'Union, however, only makes merry over their en-thusiasm. Adhesions continue to be sent in from d'Union, however, only makes merry over their enthusiasm. Adhesions continue to be sent in from
all quarters to the existing order of trings.

A smart shock of an earthquake had been feit at
San Juan del Rio in Querétaro, but is not reported
to have caused any damage.

Messrs. Comen and Lubeck were giving concerts
at Mexico with great ériat. Their performances are
most enthusiastically praised.

D. J. Beitram, who committed the murder of the
young woman on board the Amelie, has been sent to
Havaos, to be delivered to the commander of a
French vessel of war stationed there.

The Siglo publishes the intelligence that Don José
San Martin has been elected President of San Salvador.

vador.

The same paper publishes a certificate of a mining engineer sent officially to make an examination, showing that the placers of Sierra Madre del Sud do really contain gold.

In addition to the foregoing summary, we find the following items of news :-The Omnobus announces that Santa Anna is about o proceed to the State of Vera Cruz, to pass some

to proceed to the State of Vera Cruz, to pass some months at his residence at Encero. He was to be accompanied by two members of his cabinet and a division of two or three thousand men.

In Guansjuste, Mr. Marcelino Rocha had been as-

suscinated by his cousin Manuel Rocha. The cause was jeulousy, the murdered man being about to marry a lady of whom his cousin was also enamored. The murderer bal been arrested and condemned to

The Diario Oficial republishes in extense the re-cent ordinance of the Captain-General of Cuba, au-thorizing the introduction into that island of Chinese

and indian laborers.
OTHER NEWSPAPER ITEMS. Considering the perseverance with which the Universal has battled in favor of the conservative ideas "which are now predominant in the country, and to which are chiefly attributable the long and undisturbed maintenance of public order in the empire, and the establishment of a strong and respectable government." his Highness the President, wishing to prove his high regard for that paper, has deigned to subscribe to it; and a circular from the Minister of War invites all the military chiefs of the city of Mexico to follow his example.

The law organizing the tribunals and directing the administration of justice has been published in the Diario Official.

Ignacio J. Jiminez, Curate of Vera Cruz, and

administration of justice has been published in the Dario Official.

Ignacio J. Jiminez, Curate of Vera Cruz, and Apostolic Pronotary of the Holy See, has been appointed Kuight of the Order of Guadaloupe.

The President of the Republic has exempted from military conscription all students in law.

A presidential decree establishes a vice-consulate at Charleston, Galveston and Pensacola.

It is rumored that Mexico has stipulated for several millions of dollars as indemnity to the dwellers on the frontiers, whose haciendas have been destroyed through the neglect of the United States to observe the provisions of the treaty of Guadalupe Hidalgo.

A committee of cansors of the drama has been appointed by the President.

Mr. T. Pardo, a respectable citizen of Puebla, committed suicide a few days ago, by precipitating himself from the steeple of the church of San Francisco. The bankroptcy of a nouse in which his property was invested, is said to have been the cause of the trightful deed.

The Durio relates an incident of a poor fellow.

The Diario relates an incident of a poor fellow The Diario relates an incident of a poor reliew who came near being executed on account of the similarity of his appearance to a notorious criminal of the same name; he was saved just in time by the recollection of the Judge that criminals usually tattoo their arms and other parts of their bodies, and on looking to see if these additional marks of identity existed, he found, fortunately for the condenned that they were wanting.

en looking to see if these additional marks of identity existed, he found, fortunately for the condemned, that they were wanting.

The Governor of Nueva Leon has imposed a tax on all grain exported from his department, to defray the cost of expeditions against the Indians. The Siglo confemns this measure as falling heavily on that very class, the agricultural, which suffers from Indian depredations. The Trait d'Union remarks that as everything is being centralised, the general government ought to fit out such expeditions.

The notorious criminal Sostenes Pens, was executed at Gundalajara on the 27th ult.

The Siglo announces that a grand plan for colonization is about to be brought forward; it is proposed to import colonists from Asia. The Trait very properly suggests that from Europe is to be brought the proper stock for engrafting on the Indian population of Mexico.

\*\*El Sei\*\* is the title of a new journal just started in the city of Mexico.

A new theatre, to be called El Iturbide, is in progress of construction in Mexico, and it is expected will be finished by summer.

Don Pedro Espinosa was consecrated Bishop at Guadalajara on the 1st ult.

The railroad from the capital to Tacubaya, it is reported, will soon be commenced; so auxious is santa Anna said to be for its con-truction that he not only urged it forward with great zeal, but has also taken stock in it.

During the year 1853 there were coined in gold

taken stock in it.

During the year 1853 there were coined in gold and silver, at the mint of Guansjuato, \$6,979,000.

The Echo de Espana states that the Spanish Consulate at Tampico has been discontinued; there is a Vice Consulate there, however, filled by Senor

Lastra.

A company has been formed in Vera Cruz for the porpose of establishing a savings bank.

A hospital is about to be established at Mazutlan. The Indians still continue their ravages on the frontier; the department of Durango has lately suffered very severely. A party of Indians, some 80 or 100 strong, had killed several persons and carried off

many captives.

Senor Manuel Maria Gil, Secretary of the President, has been promoted to be a brigadier general.

Additional from Australia

Addition al from Australia

NAVIGATION OF THE MURKAY—OFRNING OF THE

EXCHANGE—AUBITCANS ARRADD.

The South Australian Register of the 14th of

October, announces the return of the expedition, accompanied with the following observations:—

The navigation of this noble river may now be
said to have been fully accomplished, both the
stamers which started on the upward trip having
returned. The Mary Ann, which left on the 15th
August, arrived at her moorings, near the Ree ty
Creek, on Tuesday last; and the Lady Augusts,
which left the Gool wa on the 26th of August, passed
Moorur de on Wednesday, and will probably by this
time have arrived at the place whence she departed
The former vessel reached Maiden's Pant, a distance,
by the course of the river, of about 1.800 miles from The former vessel reached Maiden's Pant, a distance, by the course of the river, of about 1.800 miles from the sea menth; and the latter about 150 miles short of that, or to Mr. Campbell's station, Garrawarca. The distance by land is not more than 700 miles. The Lady Augusta brings down with her a full cargof wool, lett over from last year, and Capain Cadell has made arrangements with the settlers for the conveyance of this season's clip. Several carpenters have been left amongst the fine woods of the Wakoel, with the necessary implements for building additional cargo boats, which are to be completed with all practicable despatch. The flock-owners on the Murray and its vacious tributaries are delighted at the prospect of getting their wool cheaply and expiditiously forwarded for shipment to England, and of receiving their supplies of stores without the uncertainty and delay involved in an overland trip to Mcharres. tainty and delay involved in an overland trip to

tainty and delay involved in an overland trip to Melbourne.

The permanent navigation of the Murray will open up for prefitable occupation an immense extent of country, which, although it were only used for pastoral purposes, will be of great insportance in the supply of food to the daily increasing population attracted to these shores by the discovery of the gold fields. The number of sheep at present depasturing on or near the Murray, beyond the South Australian boundary, and whose wool will be shipped at our ports, is remewhat about 1,000,000. These will yield an immediate addition to our exports of 2,500,000 lbs. of wool, valued at £200,000 sterling. The country, however, is represented as being but very partially stocked, the distance from any market, and the difficulty of communicating with any of the capitals, operating as a volument the location of stock yield an immediate addition to our exports of 2,500,000 bs. of wood, valued at £200,000 sterling. The country, however, is represented as being but very partially stocked, the distance from any market, and the difficulty of communicating with any of the capitals, operating as a veloupon the location of stock in many of the districts. Runs will now be taken up wherever they are available, and a great increase in the cargo traffic will be the consequence. The passenger traffic is also likely to be considerable, as steamers can approach within a short distance of the principal gold fields—the distance from Bendigo to the Murray being only 55 miles, Goulburn 40 miles, and the Ovens 100 miles. The Goulburn is said to be navigable for a considerable portion of the year to wishin twelve miles of the diggings. The novelty of the river passage, in addition to its convenience and safety, as compared with the passage by sea, will doubtless induce many to avail themselves of it. To make the new means of transit of great public utility, it is clear that more steamers will be required. These, we have no doubt, will follow in due course, and we shall have vessels announced to leave the Goolwa, Wellington, and Morrande, for the diggings, as regularly as they are announced at Port Adeade. The great problem of the possibility of navigating the Murray being solved, he necessary arrangements for taking advantage of such a fact will soon be established.

It is probable that the opinions which have been expressed with regard to the availableness of the valley of the Murray f ragricultural purposes, have been hastily formed. Should the emergeacies of the colony ever require it, we believe that nearly the whole of the scrubby land through which the river passes might be converted into fruitful corn fields; but that the allovial flats can ever be protected from the periodical overflowings of the stream is opposed to the helief of some of the oldest settlers. Nor do we think it likely, from the information we have been able to callect f

usinable.

Up to the Murrumbidgee, and for some miles beyond the juocition, there is no d'fliculty whatever, either from trees, sand backs, or any other obstruction. We found the river all the way, until we came to the Wakool, perfectly easy of navigation. But it must be remembered that these remarks are only applicable during the floods. At other seasons there are many places, even before you come to the Darling, where a man, in a very dry season, may wade across. Only a tew days ago we were in company with a highly respectable family, when a young

lady assured us that she herself had walked across the Murray, near her tather's house. The river becomes gradually narrower as you as-cend, and from the Wakoel upwards it is difficult of

The river becomes gradually narrower as you ascend, and from the Wakoel upwards it is difficult of navigation for large vessels, in cansequence of the force of the current and the frequency and suddenness of the bends; but, yet, that it is navigable for 300 miles above Swan Hill we ourselves have proved, and we were told there that it was equally wide for 300 miles further—that is, to Albury.

The aborigines in this neighborhood are fast decreasing in number. Of the Lake tube only one old man is left, and of the Swan Hill tribe only three or four men and one woman, the last child baving died a few days ago. These wretched remnants of two almost extinct clans have joined the Tyntyadyer tribe, near Mr. Baveridge's station, a few miles higher up the river. The largest neighboring native committy is the Poonboon tribe, upon the Westmeath station, which occupies the other side of the Murry, from the junction of the Wakeo! to Mr. Pyke's; but even that comprises only forty persons, including women and children. I canned learn that infanticide is common here, though it prevails to a great extent along the Murrumbidgee, where a large proportion of the children, being half-castes, are destroyed scon after birth.

On Saturday, Oct. 15, says the Melbourne Argus.

along the Murrumbidgee, where a large proportion of the children, being half-castes, are destroyed scon after birth.

On Saturday, Oct. 15, says the Melbourne Argus, Messrs. Shillinglaw & Wilson opened their new Lloyd's Exchange Rooms, in Queen street, by a champagne lunch. About sixty gentlemen attended. Mr. Locke presided and Mr. M'Dougall acted as croupier. A mong the company were a large preportion of mercantile gentlemen recently arrived from America. After the refection, Mr. Locke, is a vary pleasing and appropriate style, proposed successively the healths of the Queen, the President of the United States, the Governor, the Consuls of foreign actions, the trade and shipping of England and America, and prosperity to the trade of Victoria. The United States Consul and the Dutch Consul addressed the company in reply to toasts. Captain Caldwill, of Messrs. Caldwell, Train & Co., in reply to the toast of trade and shipping, made an able and appropriate address, in which he commented on the shipping and commercial rivalry of the "mother and daughter," the two great branches of the same at ck. He reviewed the effects of that rivalry in the prodigious strides which had been made in steam and salling vessels, and in the progress of trade with all parts of the world. He pointed out that they were the only two great nations with really free institutions, and expressed his strong anxiety that, for the sake of the interests of humanity, a perpetual friend-ship should exist between them. Captain Caldwell's sentiments were much applauded.

GIBRALTAR, Jan. 2, 1854.

The Condition of the Navy-Necessity for Reform in Many of its Branches-Interesting Statistics Concerning its Officers - Arguments in Favor of

a Retired List, &c., &c.
American residents abroad learn through your paper, of late, that the present Secretary of the Navy is about to propose a complete reform in sur little Navy, and truly it is needed, that the nations right arm of defence should no longer remain parslyzed. To the patient who has long been under the treatment of quack doctors, may the Navy be conpared. Now it should pass into the hands of the practical physician and skilful surgeon—the former tofeel carefully its pulse, and by acquaintance with the internal disease strive to restore health, whilst the latter should cut out or burn away the proud fless, and, if possible, set the many dislocated joints. It is known that when all the muscles have an equal share of daily exercise, the human body is sponest brought to the greatest degree of perfection; whereas, if only a part perform all the service, that will thrive, whilst the residue is rendered little better than useless. Now, this is the case with the Navy. There are a certain portion of the officers who so seldom go to sea, that should they be ordered to morrow, they would fain review the practical portion of their profession. Why is this? many will undoubtedly ask. The answer is, simply because the favored few have passed so much time of late on shore, and away from active service, that they have lost sight of their profession altogether. Those who avoid active service are the almost useless muscle of the service. Again, we find that another portion of the efficers have been kept constantly on service; consequently see how efficient and effective we find these gentlemen. Still this cannot last long. To perfect our naval system there must be a division of labor; justice must be done to the meritorious officer, and that is all that is asked; for evidently then the nation must first call upon our worthy Secretary of the Navy to see that there is a division of labor. It the Navy to see that there is a division of labor. It is a fact indisputable, that there are officers in the service who have never known much more than three menths out of three years at home, whist many others are five years out of six unemployed. This is certainly not just; and the nation looks to Mr. Dobbin, (who appears to have the interest of the service at heart.) to do away with these abuses; Mr. Dobbin has shown himself above the controlling influences of the "old school," and a reformer, by abolishing the de ested "whisker order." Now let him prove himself a radical indeed, by originality in his reforms. Let them be based upon fundamental principles that will tend to renovate the ravy throughout. A retired list is indispensable to attain this object. How often do we hear of officers who are usable to go to sea! Let them, if this be the case, retire upon suitable pay, and leave vacancies for the enterprising officer who now does the duty of the incumbent without the credit. Looking now to the different grades—take the list of captains: However, he was the wear of could be achied. the incumbent without the credit. Looking nov to the different grades—take the list of captains: How many have we who could be called into immediate service, and reflect credit upon the navy? Out of sixty-eight but thirty-eight can be counted on. Why is this? In answer: after many years of service, age has done its work. All the present captains entered the service between the years 1798 and 1812. Their ages then averaged twenty-two to twenty-dwe; they have been in service from forty-two to fifty diveyears; hence they are now in age about from sixty-seven to seventy-seven. True, old age is hotorable; but we all know that beyond sixty, infirmities creep rapidly upon us, and few men retain the energy of mind and body that an active servant of the government requires. This is the first call for a retired list, and I will make an extra tfrom a thorough reform bill which was offered last Congress:—

tired list, and I will make an extra it from a thorough reform bill which was offered last Congress:—

"A prudent man intrusts not the ordinary afairs of life to agents whose powers are on the decline, and we find abundant evidence, even in the records of our brief naval career, to convince us that warfare upon the great deep de mands all the energy, power, and will that God confers upon man. Hull fought his great action and conquered the Guerriere at hirty-eight years of age; Paul Jones captured the Scrapis, in one of the most celebrated combats on record, at thirty two; Decatur burnt tha frigate Philadelphia at twenty-seven, and captured the Mozedonian at thirty-two; Perry conquered on Lake Erie attwenty-eight; and McDonough on fake Champlain at thirty-ine, and Bainbridge conquered the Java at thirty-ine. The youngest conqueror was tren y-seven, and the oldest thirty nine, and thirty-three was the average age."

The list of commanders automozen constants and contains a constant and conduct and conduct and thirty-three was the average age."

age age."
The list of commanders numbers ninety seven, and

one. The youngest conqueror was tren y-seven, and the oldest thirty nine, and thirty-three was the average age."

The list of commanders numbers ninety-seven, and out of these perhaps dity are really available; the others, owing to natire service and hardships, are now unfitted for duty. Yet they still hold the places that the active officers should have, and they prevent the country from calling upon them whose services are indispensable. Hence, again, another reason wby the call for a retired list is so loudly heard. The present system of promoting by seniority of commission, without a previous selection and careful pruning of the materials, based as it is upon a fletion that all officers are equally qualified for every possible contingency of the service, is the moral neubus which is crashing it. It effectually excludes enterprises, and constitutes length of service, without regard to o'd age and mental and physical inability, the controling elements in the selections of a commander at present. Regardless of that manhod, those stern and striking characteristics which have ever distinguished theleuccessful sailor—regardless of these peculiar qualifications essential to the successful issue of those great trials to which his country deals him—our present system entaits upon the country the hazari of confiding to the hands of ignorance and imbedility tasks which the energy of youth and the greatest professional ability are barely equal to. Look now to the grade of lieutenants, and the first thing that strikes the eye is no less than five names at the head of the list who have been slighted for a number of years. If they are not worthy of promotion, why not commence in this grade of officers, by placing these gentlemen upon a retired list be formed, who can see a chance for their promotion under the age of sixty five? In the grade of lieutenants there are about fitty who, from bodily infirmities, cannot be sent to sea. This being the ease, why should they not be placed upon a retired list, and let available offi

not. They let the grade of passed midshipmen supply the deficiences, both in this grade and lieutenants, besides performing their own duties and that of midshipmen. How can this be called just, that one grade should share the duties of three others? he exigencies of the service do not call for this. But in order that the useless captains, commanders, and lieutenants may hold their present positions, here we find passed midshipmen, who have been fourteen years in the service, and in age thirty-one to thirty two performing duties of lieutenants, again as masters, and again as mishipmen—the latter what they did twelve years ago. Is this to stimulate ambition and distinguish merit? No! assuredly no. This being the case, what grade in the navy calls louder for reform? When is the country to have the services of those gentlemen who form, with the lieutenants, the flower of the service? Are they both to live and die in their respective grades to keep imbecility upon its present footing? Naval officers are not only useful in command of our ships and fleets, but they are called upon to compete with the highest order of professional talent in the protection of our commercial marine in all seas. They must have a knowledge of the institutions, government, and commercial systems of the principal powers of the world, and a general acquaintance with the laws of nations. They are called upon to protect not only our seamen and citizens abroad, but our consuls and public agents. Sometimes they act as negotiators of treaties, not only as warriors, but as judges and pacificators, and upon their prudence and ability not unfrequently depend the question of peace or war. To fight a ship well is far from being the only duty of an accomplished seamma. His country's honor and glory depend fully as much upon his services in peace as in war. These reasons alone call for the renovation of the service in those branches, so sadly in decay. Reform is called for, and must take place; and hereafter those who are advanced towards posts of trust posts of trust will be found worthy of illing them. The present Naval Academy, but lately established, will yearly give to our navy a number fof young men of the first order of talent. Already has this acade y been placed upon a footing with that of West Point, thanks to the encouragement of the Secretary of the Navy, and the young gentlemen who leave it with success in their examinations will never give their country cause to regret its fos aring care. We have now glanced rapidly at the sea officers, which title is given to captains, commanders, lieutenants, masters, passed midshipmen, and midshipmen. Now, we will glance at the civil officers. Why they are called so I am sure no good reason can be assigned. The surgeons number sixty-nine. They have been in the service from forty-eight to fifteen years, and at the time of their entry could not have been less than twenty-eight; so their ages are now seventy-three and forty-three. Those at the head of this list should retire, and be allowed to rest for the balance of their lives, which assuredly cannot, in course of nature, be very long. The passed assistant surgeons number forty. Their time in service, twenty-four to nine years; age at original entry about twenty-four; hence they are now forty-eight and thirty-three. Of a certainty the senior officers of this grade should be promoted now, and at no very distant day the junior ones also. The assistant surgeons number thirty-seven. They are upon probation. At the head of this grade we find one gentleman who has been fifteen years in the service, and for some reason never promoted. He fills the place of a supposed efficient officer. Here, then, is the first call for retirement. Looking at the column of the present duty of the passed assistant and assistant surgeons, in the former you find six off duty, and the latter seven. The class of officers that we are now considering form a most talented corps, and decidedly one of the most useful that we have. In every clime are they most exposed to malignant diseases, and i off duty, and the latter seven. The class of officers that we are now considering form a most talented corps, and decidedly one of the most useful that we have. In every clime are they most exposed to malignant diseases, and in their hands the lives of hundreds must be placed. What corps should we then most cherish? They must not be kept awaiting for promotion until apathy takes posse-sion of their energies and miods; for each must be the case where term of service has no influence. Let age be the stardard for retirement from active duty. The pursers number sixty-three. They have been in service from forty-two to one years; their probable age upon entry from twenty-eight to thirty, but say twenty-eight; they are now respectively seventy and twenty-pine. The duty of this grade of officers requires much caree in its multiplicities, and where age enfeebles the mind it is self-evident that the country's interest, as well as thirty years of service, should demand retirement. At three-score years the activity of the mind is impaired, and these servants of the government would most benefit it by giving way for their juniors. The grades of chaplain and professors of mathematics are respectively twenty four and twelve. Almost constantly are they upon duty, and certainly need a full consideration as to age, time of service, and solilities, which their respectively grades require. The grades of boatswains, gunners, carpenters, and sailmakers, number forty four, forty-six, forty nine, and forty-one. Those at th head of these grades have been in service twenty-four, forty-four, twenty six, and thirty-one years respectively. They are all elderly men, and well advanced towards seventy years of age. Here, then, we find age appealing for retired life, and these branches of our service are of such a nature that it would require pages to specify their usefulness and diversity of duty. Mostly they are men of family, and an increase of pay to these branches would be mest jaciciously applied. We should have not merely practical men

Rapidly have we now glanced over the Naval Re-gister; and upon reference, we find that of late years many plans have been formed for remodding the Rapidly have we now glanced over the Naval Register; and upon reference, we find that of late years many plans have been formed for remodding the navy. One says create new grades; another, no, but greatly increase the present ones. Now, to every rensible and unprejudiced man, it is evident that the former is a vision of the "old school," greedly seeking after new honors, and using a long road to accomplish a short distance; the latter, additional expense and uncalled for increase. From all that I can learn from those acquainted with the subject, a retire i list is the best basis upon which to reform the present abuses. A certain age established when every officer shall retire, is doubtless the best rule. This, with inability, owing to diseases, will have the desired, effect. Thus, lieutenants, instead of forty nice and forty-five, and no chance of promotion as now, will find themselves captains or commanders; passed midshipmen, instead of theirty four and twenty-seven, without further hope, will be lieutenants or masters even before those ages; assistant and passed assistant surgeons will be surgeons, and by all this a spirit of emulation will be established, which now assured; is fast dying in the breast of the junior portion of the service. Now, in this great era of the world, what better time could be found for the nation to establish such a code for naval and military laws as shall ensure the gradual increase and developement of the talents of its junior officers? Now, before these spirits are crushed, is the time to give encourgement, and it will be found that if Decaturs, Hulls, Bambidges and Porters are wanted, they will be forthcoming at the time. Everywhere we find that when firmners of character has been required, and a proper appreciation of the sacred rights of the American citizen abroad, those men who have displayed thave been on the sun pside of life. They have been untrammelled by any intermeddling in politics, firm and immovable in their convictions, and ready to dare every odde, as displayed a

ISLAND OF CUBACOA, Jan. 4, 1854. The Cholera and Yellow Fever-The American Consul.

The government of this island has received official intelligence that the cholera has made its ap. pearance at the islands of St. Thomas, St Kitts, and Nevis and has consequently imposed a quarantine on vessels coming from those islands, and also upon vessels coming from Laguayra and Porto Cabello, at which ports the smallpox is prevailing.

For some months past we had quite a number of cases of yellow fever, some of which proved fatal, on poard of the American and other foreign shipping ; and I must say this government is deserving of the greatest credit for the facilities it has afforded the foreign shipping visiting this port in procuring hos. pitals and medical attendance for those that may require it; but not withstanding all this, some of the merican captains have taken upon themselves the very great responsibility of attempting the cure of some of their sailors, most of which proved fatal, or were sent to the hospitals too late for medical as sistance. The charge per day for each patient en-tering the nesoitals and receiving the best medical aid is only about fifty American cents, therefore captains of vessels have no earthly excuse for not beying their crews properly cared for in cases of sikness. Those that have not done so will have a deal to account for at a later period. The writer sincerely hopes this may prove serviceable for those it is intended.

is intended. New Year's Day passed off very pleasantly. The vernor received and entertained all visiters with d hospitality.

H. Young, who received the appointment of

unit of States commercial agent for this island on or most the first of October, has not yet arrived. If it is he has declined the office, the United States government should immediately appoint some capable American to fill the office.

Our Pernambuce Correspondence.

PERNAMBUCO, Dec. 22, 1853. The Deaths of American Consuls-Their Effects It has been but a few months since the death of C. G. Salinas, ex-American Consul, was announ and we have now the painful task to advise you of and we have now the painful task to advise you of
the death of his successor, James Wright Gordon, of
Marshall, Michigan, yesterday afternoon. He had
been suffering for some years with bronchitis, and
met with a severe fall some days ago, which aggravated his disease and he sunk away gradually, searing his trials with Christian fortitude and resignation, sutil death stole over him like a sweet sleep.
He had every attention paid him which could be
shown by a circle of kind friends, and was quite
conscious almost to the moment of his death. He
will be buried to day in the British cemetery. Mr.
Lilley, of Cincinnati, the successor to Mr. Gordon,
arrived here on the 2d inst., via Liverpool, and was
quite a comfort to the deceased in his last days.

To avoid the question whether the American Consul or the Brazilian authorities shall take charge of
the effects of American citzens dying here, the
friends of Mr. Gordon induced him te make a will,
thus placing his effects in the hands of executors,
and out of the reach of the Brazilian government,
out of whose hands it is no easy matter to get the
property of deceased foreigners whose heirs do not
reside here. This is a question on which the Brazilian and American governments do not agree, and it
is strange they cannot come to some understanding.

There is no news of interest stirring here at present. The weather is rather warm, but not more so
than usual at this season. We are, however, blessed
with good health and peace; but it is almost a moral
certainty that we shall ere long have the usual annual visit of the fever in our port, the worst months
for which are January, February, and March.

Beazille. the death of his successor, James Wright Gordon, of

Ten Days Later from Rio Janeiro.

The bark Virginia. Capt. Pugh, arrived at this port yesterday from Rio Janeiro, says the Baltimore Sun of the 4th inst., after a fine run of thirty-two days, bringing dates to the 27th December, being ten days later. The Virginia brings to this port, as a prisoner, John Liston, a sailor, sent home by the United States Consul to be tried on the charge of murdering Charles Brown, another sailor. The following extracts from the circular of Maxwell, Wright & Co., exhibit the condition of the markets:

— Rio Jarmso, Dr.e. 24, 1855.

Imports — Breadstoffs—Receipts have been 6, 212 bbls, from the United States, and sales have been 6, 212 bbls. Baltimore city mills at 22 1000 p. bbls. oradit. The last sale of 2,812 bbls. Is supposed to be with a larger abstement for cach than usual, and is evidence of the market having in some degree given way from the previous firmness in the early part of the month. Our stock in all hands may be estimated at 23,000 bbls, of which quantity 8 cfl bbls. Richmond city mills. 2,897 bbls. O. Dance, and 1,850 bbls. Richmond city mills. 2,897 bbls. O. Dance, and 1,850 bbls. Richmond city mills. 2,897 bbls. O. Dance, and 1,850 bbls. Richmond city mills. 2,897 bbls. O. Dance, and 1,850 bbls. Richmond city mills. 2,1000 to 24,1000; and 24,1000 to 24,1000 for Philadelphia, 20,1000 to 21,000 to 21,000 for Philadelphia, and 20,1000 to 21,000 to 21,000 for Philadelphia, 20,1000; Richmond city mills work 26,1000 to 24,1000.

At Richmond Edward and School and School bbls. Richmond dity mills work 26,1000 to 24,1000.

At Richmond Carles—The advices per Lustiania, arrived 20 h inst. being more favorable both from Europe and the United States, dealers evinced more firmness, and even demanded higher prices, but a large stock and a small amount of shipping has deterred any advance, and as ea have since been made at rates ruing previous to her arrival.

Stock con linues large, but is in very few hands. We quote for mixed lots of good firsts and superiors 4,4000 to

arrival.

Stock con'inues large, but is in very few hands. We quote for mixed lots of good firsts and superiors 4;400 to 4;500 4|500
ruwar.—Stock 1,600 cases of Campos. We qoite 2|600
to 2|800 fer whites and 1|800 to 2|600 for browns.
Hides.—Stock 4 000 We quote 246 rs. per lb. for heavy,
and 270 rs. for light and medium wights.
The recent sales of coff. a and a stringent money mark't
will make exchange firm for the next packet. We quote
584 seminary.

Frights.—Charters have been effected at \$1.20 to \$1.40.
Frights.—Charters have been effected at \$1.20 to \$1.40 to fr New Orleans at \$1.50 as and \$5 per bag. We quote \$1.20 cs. to \$1.40 cs., and \$5.

At the last date the brig Richard had been taken up for an Atlantic port at \$1.20 per bag, and she was the only vessel loading, or to load, as far as known, for Northern ports.

vessel loading, or to load, as far as known, for Northern ports.

RIO DE JANEIRO, Dec 24 —On the 20th the Liverpool stramer arrives, and her news being considered favorance, orfice has slightly gone up, say 180 rs; strictly good firsts being worth 41500 to day. We call total sales for the month 180,000 bags of which 20 a 38 000 may be on speculation, and stock 140,000 bags. Much will now depend on further advices.

In flour we advice sales of Rainbow's cargo at 21,500. Exchange mominal at 28d. Freights very firm at 140 a 150e.

In flour we advise sales of Rainbow's cargo at 21,500. Exchange nominal at 28d. Freights very firm at 140 a 150c.

The Hypocrisy of England and her False Humanity.

From a late number of the London Weekly News, (Jan. 7, 1854) we take two interesting extracts, showing the preference of sympathy in England for the black over the white race. These extracts are published under the head of "Philanthropic and Educational Progrees!" While a poor outsast white child is imprisoned for taking some old pieces of wood to bell a few potatoes to save it from sharvation, and when thrust from the prison to die or to steal, it is told "to take care of itself," the negroes, William and Ellen Crafts, with their black infant, are treated with the greatest care and consideration. The two extracts speak for themselves:—

A CHILD TOLD TO "TARE GARE OF HIMSHLP."

A few days ago, a poor, wetched little outcast named Miles, possessing no means, apparently, of getting a meal beyond what he could sither beg or steal, was charged before the Devises banch with stealing some dead wood from a fence Toere was no doubt of the boy's quilt; he confessed it, but added that he had tasted nothing for two days, and had taken the wood to cook a few potatoes which had been given to him. "Have you against the property of the poys and had been the word to cook a few potatoes which had been given to him. "Have you gather?" said the boy. "the is transported." "And have you ever been in prison?" The boy— 'Yes: four times! once for stealing patatoes; and once for breaking into a house." "How oldars you?" "Mother says I am 16." "Have you ever been in gree? "Yes." "Hw often?" "Oose." dagistrat—Well, I really don't know what punishment we can give you for a change. The bench could not flog bim, as he was beyoned the sage prescribed by the Javecile Offendera act so they cent him to jail again for a month, and told him he had better take care of himself when he came out The reporter, in publishing this case, adds, "If any one would rave the kindners of poin out t

have, therefore, no he disting in laying before Our readers:—

The friends who have been the means of affording to these interesting fugitives the beseft of two years' in a struction at the Catham schools, have every resson for satisfaction with she result. William and Elen Craft have labored with incustry and success to acquire a knowledge of reading, wit ing, and arithmetic, sufficient to qualify them for ecogging in many of the ordinary pursuits of life and to lay a foundation for any surther amount of knowledge which they may hereafter find leisure to pursue.

amount of knowledge which they may hereafter find leisure to pursue.

The shell er, hospitality, and efucation afforded to William and Ellen Craft in this councyry cannot be entirely divested of significance, even as a national act. When the future historian of America, traces the workings of the Fugitive Slave is w, their cannes will not be passed over. Guidhass of any crime, their was must in the whole United takes a spot where their cannot may be a form curage, and they claimed from England that personal protection which America, boasting of her title to be the "the land of the free and the home of the expressed," was incompessed to afford them.

The Prince of Nassan.

Janus Gordon Brinkett, Esq.:—
Dear Sim—In your paper of today, your Mexican correspondent writes that he has seen the Prince of Nassan, who, during some conversation, expressed himself dissatisfied not only with our city, but other things in general. Now. Mr. Editor, I do not say that your correspondent his made this statement intentionally. There is a mistake somewhere, and, in my opinion, his communication is erroneous. While the Prince was in this city he was received and treated in a manner becoming his birth and position. He was on all occasions profuse in complimentary remarks on our city and its public institutions, and an admirer of the perseverance and integrity of its lichabitants. These expressions, judging from the general character of the Prince, I am inclined to believe were sincere.

I consider him a man of honor, who would not say to-day that which he would recall to-morrow. A just regard for the Prince is my reason for addressing you.

An Unhappy Apparam.—A few days since, as the

An Unhappy Affair.—A few days since, as the night train of the Great Western Railroad was about starting from the suspension bridge at Niagara, two men, one a check man and the other a member of the railway police, got to playing and wrestling with each other. When the signal for starting was given the check man jumped on board the train, whereupon the policeman advanced to give him a parting salute, and struck him on the head with his cudgel with such force as to inflict a wound three inches in length upon the crown of his head. The check man, infuriated by the blow, leaped from the cars, and seizing a stone that lay near, threw it at the policeman. The stone struck him upon the back of his neck, and he fell dead upon the spot. It was supposed by the bystanders that the unhappy blow which the policeman struck the check man was given in sport, although much heavier than he blow which the policeman struck the check man was given in sport, although much heavier than he intended. The check man expressed the keenest corrow at the circumstance, and immediately gave him elf up to the authorities.

AFFAIRS AT HOME.

BEWS FROM ALL PARTS OF THE UNION.

The Erie Railroad War. OUR SPECIAL CORRESPONDENCE.

Governor Bigler at Harbor Creek-He Receives Assurance there that the Track will not again be Torn Up—The Charge of the Western Road given to Wm. F. Packer—4 Fire. &c., &c. Governor Bigler, the United States Marshal, his

deputy, Judge Gillis, and several other gentlemen, went to Harbor Creek this morning, to see the con-dition of things there. On their arrival they were received by Mr. McGill and several of the principal residents of that township. Addresses were made by Mayor King and Mr. Lowry, of a semewhat more peaceable and conciliatory character than those gentlemen have been accustomed to deliver for some time past. They were pleased, they said, to see that a better feeling appeared to actuate the railroad men than formerly, and they now believed that peace and quiet would be restored to the city. Mr. McGill made a brief address to the Governor, welcoming him in the name of the people of Harbor Creek, and promising, also, in their name, that the track which had been laid by the United States Marshal would not be sgain disturbed. They had come to the comclusion now, that it was better to leave the whole matter to the Legislature and the courts, confident that justice would be done. The Governor made no reply, but was apparently satisfied with what he saw

Eleven of the engines belonging to the Illinois Central and Chicago and Rock Island roads were run over the break yesterday, and will in a day or two be sent on to their different places of destination. The Governor, however, had considerable difficulty in persuading the people to allow them to cross the break, but after he and Mr. Packer had made two or three short speeches to them, they consented. When the locomotives were taken over, Mr. Packer, apprehensive that some of them might again tear up the track, took up two rails, which appeared to satisfy them. They continue still to guard this part of the road with the greatest jealousy, although the Governor is here and they have been assured repeatedly that no connection should be made between the eastern and western roads. So fearful were they, that some important legal point would be gained by the connection, that they stoully refused for some time to permit the engines to go over unless the connection was made with wooden rails or planks laid

cross the break. The Governor has appointed Wm. F. Packer, who was formerly canal commissioner of this State and Speaker of the House of Representatives, to take harge of the road until he can make other arrangements. This evening the president and officers of the Franklin Canal Company are to have an interview with the Governor, when it is thought that some arrangement satisfactory to both parties, under the present circumstances, will be made.

The Marshall, as I before informed you, has finished his business, and a most unpleasant one it was. He will not, however, leave here for a few days yet. He has succeeded in laying the track to the very termination of the line of the Northeast and Eric

He has succeeded in laying the track to the very termination of the line of the Northeast and Eric road, although not without considerable opposition from many of the most violent anti-railroad men. For the present, therefore, this company have triumphed over their opponents, and the whole matter now remains with the courts of law. They have their track laid over the breaks at Harbor Creek, their bridges at that place and in this city have been constructed, and passenger trains pass over it twice a day.

Last night about twenty individuals, headed by a strong "six foot" man named Lintz, went over a great part of the city collecting money for a German bey whose leg was broken by the falling of a beam while the women were engaged in tearing down the bridge some days ago. He collected about thirty dollars, all of which was given over to the poor sufferer. But he is not the only one who has suffered, though certainly in a different way, from this unfortunate difficulty. There are hundreds of men—inboring men—who, ever since the first outbreak, have not worked a single day. Haw they live tasks hard to tell; they contrive, however, not only to subsist, but they are among the most violent opponents the railroad men have. They have little or no property of any kind which would give them an interest in the railroad, yet they are rendy, at a moment's warning, to tear up the rails and destroy the property of the company. The impunity with which they have been allowed to commit outrages of this kind, and the want of an efficient police force to keep them in check, have created a lawless spirit among the people which is liable to break out again. In the most violent form, on the slightest provocation. They have little respect for the laws, and none whatever for individual rights. There is an intolerance of private opinion which is opposed to every principle of republicanism. I am afraid that this is not the last outrage that will be committed here; for such a spirit cannot be easily kept down, if it has once been successful be committed here; for such a spirit cannot be easily kept down, if it has once been successful in its re-

sistance to law and order.

As if there was not sufficient excitement here already, a fire broke out last night, and for some hours the whole city was in a terrible state of alarm. The fire broke out on French street, in a frame house, which is occupied by a clothier named McGrath and a grocer named McGrant. The building and its contents, which were valued at about \$1,500, were completely destroyed. The firemen worked at it unceasingly for about an hour, when their strength began to fail them, and they endeavored to get some help among the large crowd of spectators. Only a few, however, were willing to give their aid, and had not one of the officers of the war steamer Michigan, which is at present lying in the harbor, some to their assistance with a posse of men, several buildings would have been destroyed. The Eric firemen are somewhat different from those of New York. Perhaps this is owing to the greater practice and experience which the latter have.

I have just been informed by Judge Galbraith, whe was formerly Presid nt of the Frankin Caoal Company, that it is the intention of that company to serve a written protest on the Governor against his act in taking possession of their road.

The weather here is very changeable. Yesterday was as mild as spring; but to day there was a severe snow storm, and there is every indication of a heavy fall of snow. This they tell me is a fair specimen of the winters they have on the lake shore.

Our Harrisburg Correspondence.

Our Harrisburg Cor espondence. HARRISEURG, Feb. 2, 1854. Annual Reports of the President and Treasurer of

the Franklin Canal Company-Sale of Part of that Road. Your readers have not forgotten that the Legislature of this State, at its present session, passed a bill annuling the charter of the Franklin Canal Compe-

ny, and declaring its railroad from the city of Eric to the Ohio State line forfeited to the Common wealth. Gov. Bigler is now absent from the seat of government, having visited Erie for the purpose of taking possession of the road, in the name of the State. To-day, the report required to be presented annually by this company to the Legislature, was laid before both branches, and is annexed. It will be read with more than ordinary interest, wing to the peculiar situation of the company: -

the peculiar situation of the company:—

REPORT OF THE PRESIDENT.

To the Honorable the Senate and House of Representatives of the Commonwealth of Pennsylvania:—

The directors of the Franklis Band Company respectfully report—that during the Fifth ending on the first day of Doember A. D. 1888, the lake shore division of the company's road has been run or worked by the "Cleveland, Paine ville, and Astrabula Radiroad Gempany" under a contract made between and companies, to the mutual benefit of the parties and of the public.

The net earnings of that part of the railroad line or tending from Cleveland to Eric, which is owned by the Franklin Canal Company, ascertained by deducting from the gro searnings running, and inclinate expenses, in terest on such part of the rails of its company, interest on such part of the rails of its company, interest in the contained of the Franklin Canal Company, interest in the outstanding bonds issued by said company, and the debt due from the company to the Cleveland, point in the contained of the company to the Cleveland, point in the contained of the company to the Cleveland, point in the contained of the company to the Cleveland, point in the contained of the company to the Cleveland, point in the contained of the company to the cleveland, possible, and astrabula Radiroad Company, is early to how the amount property a plicable to the payment of twistends on the about of the company a sum equal to the annual deterioration of each of the structures appartation by time or non namely:

Deterferation of wooden orteres which cost \$189,000, and which will require Troubling in ten years; annual certainstica.

\$18,000 to content and the point period to be accounted annual certain to content period to the account of the content of the counter of the content of the con

cent per annum . 1 800 00 00 on fences and other periobable atructures. 2,000 60